

2010
MINERAL CITY SPEEDWAY
STOCK CAR RULES

ROLL CAGE

Must use .095 inch tubing at least 1.666 inch diameter for main cage and door bars. No offset cages. Four roll cage must be used, front and rear hoop welded to the OEM frame. Rear hoop must have an "X" brace, front down bars must be tied together. Must be a minimum of 40 inches between front and rear down bars at the top of door panel, No more than 41 inches from top center of windshield to front edge of rear hoop; no more than 13 inches to front edge of front hoop and top halo must be no less than 40 inches across, outside to outside. Rear kickers and front hoop must be a minimum 1.25 inch tubing with .083 inch wall thickness. Three horizontal bars on both sides are mandatory. Minimum of four uprights tied from frame to top door bar on driver's side, three on passenger side. May have two bars for protection in front of radiator, behind bumper, within confines of body, no wider than stock frame horns. May tie front horns together. All bars, front and rear must be inside body. Must have minimum of one cross bar in top halo of roll cage. Steel door plates, 18 gauge or .049 inch minimum thickness metal, must be securely welded to outside of door bars on driver's side. Plate must cover the area from the top door bar to the rocker panel and from the rear down post to six inches in front of the seat. Must be visible for inspection. Must have a tow hook front and rear.

SAFETY

Helmets are required and must be Snell SA2000 or SA2005. Helmet must be worn at all times car is on the track and must accompany vehicle at time of inspection. Roll bar padding required in driver compartment. Fire retardant padding recommended. SET approved full fire suits of a flame retardant nature must be worn by all competitors. Fire retardant neck brace and fire retardant gloves required, fire retardant shoes highly recommended. Full size (minimum 16"x20") driver side window net required. (No string type nets). Window net to be mounted so that latch is at top of front of window. Arm restraints may only be used in conjunction with a window net. Five point safety belts, sub belts, shoulder harness required. All safety belts must be mounted securely to the roll cage. Seat belts and shoulder harness recommended no be more than one year old. Kill switch required within easy reach of driver and must be clearly marked "OFF" and "ON". 360-degree driveshaft loop is required and must be constructed of at least .25 inch by two inch steel and shall be mounted six inches back from front of driveshaft. Driveshaft must be painted white. Driver seat may be no further back than rear edge of quarter post. High-back aluminum seats only.
Seat must remain inside the confines of the roll cage.

No transmitting or listening devices allowed in car. No electronic monitoring computer devices capable of storing or transmitting information except tach allowed on cars. No digital gauges allowed on car. No electronic or mechanical traction control devices allowed. No adjustable ignition control boxes allowed. Only one ignition box allowed on car. The only changes that can be made with ignition box is rev-limiter setting and only one high end setting is allowed. This setting can be changed through one chip only, or an internal setting inside the box. No timing retards controls allowed. Promoter

has the right to exchange ignition boxes with any driver.

EXHAUST

No "zoomies" no 180 degree headers. Exhaust pipes must extend to and connect with one collector at least four inches long. Must remain dual exhaust, no crossover of "Y" pipes allowed. No exhaust through body panels or fenders. No over the top headers. All exhaust must go through muffler, two per car, one per header.

FUEL

Racing fuel cell required no boat or stock automotive fuel tanks. Must be securely fastened inside trunk of car and be mounted by at least two 1/8 inch solid steel straps, two inches wide around cell, above level of stock trunk floor. Fuel cells must be in a steel container. Firewall must be between driver and fuel cell. All cell mounts must be steel, attached to frame\ cage. No adjustable fuel cell mounts. Fuel cell vents must have a check valve. Fuel lines through driver compartment must be in metal pipe or metal conduit. No fuel filters in driver compartment. A limit of one standard fuel filter is allowed between the fuel cell and carburetor. No cool cans allowed. No E85

CARB

Carburetor adaptor plate or spacer may be used, one inch maximum. Gas only. No alcohol; no performance enhancing additives. 2 bbl only. Ford, Rochester, Holley 4412 or Holley 0-80787-1 allowed. Throttle plate 1.75 inch maximum

BATTERY

One 12 volt battery only, must be in a marine type case securely mounted in a metal frame in the trunk area.

WEIGHT

Loose objects and/or weights must not be used in driver's compartment or outside of the body or in hood area and must not be visible. Weights must be securely mounted to frame or roll cage, must be painted white and have car number on it, and be attached with at least two half inch bolts. Cars must weigh a minimum of #2950 after heats and features.

TIRES & WHEELS

a) DOT approved McCreary American Racing Tires, G-60 (LL704) or comparable Hoosier. No softening or conditioning. No re-caps allowed. B) Spacers, adapters, offset wheels, or a combination of the two allowed, but cannot exceed two inches total offset per wheel. C) May use bead lock on right rear only. Wheel must be an approved bead lock wheel. External, steel bead lock only and it cannot make the wheel any narrower than 8 inches and no wider than 8.75 inches. Must use only steel bolts. Foam type or plastic mud plug allowed on right side wheels. May weld three tabs no more than two inches long, on wheel for mounting of mud cap. Bleeder valves are NOT allowed. Grooving will be allowed as long as the tire looks like it did when it was new. **NO GROOVING OUTSIDE OF THE ORIGINAL LINES.** This will be enforced. Only a #4 head with round blades may be used.
-Inner mud plugs allowed on the left rear only
-Tires may be ground or siped within confines of tread(not past the factory straight line).

FRAME

No Camaros or Firebirds or Mustangs. Minimum wheel base is 107.5 inches both sides, no more than one inch difference from side to side. GM unibody's minimum is 109 inches. Stock frame must match body for GM cars, year to year and make to make, 1980 or newer Ford unibodies may be replaced with Ford full frames. NOTE: May be shortened to a 107.5 inch minimum. Frames and crossmembers may not be altered in any way for engine placement. Rear of frame behind rear tires, from a point no further forward than one inch behind factory seam, may be replaced in stock location with two inch by three inch steel tubing with .095 inch wall thickness. Factory seam must remain visible. Must replace the same length material removed. Motor must be in stock location. Metric frames and Ford frames must have the back of the fuel pump in front of the crossmember and crossmember may not be altered in any way. Frames may be "X" braced. No titanium products, parts or components allowed anywhere on race car. Rear bumpers must have two 1/8 inch cables connected to main frame to keep from hitting ground when broken off.

SUSPENSION & STEERING

Weight jacks are optional, no devices allowed that would enable driver adjustment to alter wheelbase or for weight jacking while car is in competition. Steering must be unaltered approved OEM in stock location, and must be replaceable by stock part. Stock passenger car spindles only, no fabricated spindles. Bottom A-Frame cannot be altered or moved. Upper and lower A frames and spindles must match frame. No offset or bearing type lower control arm bushings. Suspension, steering and rear end parts must be steel. Upper A frames may be after market tube style non adjustable tubes, lead and trail will be checked.

OEM upper A-frame mount may be moved or replaced with aftermarket steel mount matching upper A-frame bolt on design.

OEM or OEM replacement ball joints allowed.

Make sure your wheel base is correct! NO titanium products, parts or components allowed anywhere on car. No gun-drilled, tubular or hollow bolts or studs anywhere on race car.

REAR END

Any approved OEM passenger car type or truck rear end permitted. Floaters permitted. Rear springs must be over top of rear end housing. Rear suspension must match frame, stock components only. No pan hard bars allowed. No aluminum allowed, except lowering blocks, axle cap, and drive flange. A one inch inspection hole in center section is recommended. Full steel spool, steel mini spool or welded rear ends only. Steel axles only. No quick change devices allowed. No cambered rear ends. One piece drive flange only. No electronic or mechanical traction control devices allowed.

SHOCKS

One per wheel, Racing shocks permitted. Front shocks must be mounted to "A" frame. Rear shocks must be mounted within two inches of center, to lower control arm bracket on rear end. No sliding shock mounts. No coil over eliminators allowed. One or all shocks on car may be claimed

BRAKES

Must be approved OEM, operative four wheel, drum or disc brake combination. Brake lines must be outside frame rails and visible. Vented rotors only, no scalloped rotors. Rotors cannot be lightened. No floating brakes. No brake shut off or pressure sensitive devices. One proportioning device allowed, front to rear only.

BODY

Newer bodies allowed, but must be OEM, no after market aluminum or steel bodies. Aftermarket plastic nose and tail piece allowed. Any US manufactured full body rear wheel drive passenger car, 1970 or newer, full frame or unibody. Cutting allowed will be for placement of roll cage and tire clearance and also rear edge of the trunk may be trimmed and the rear tail light support removed only if aftermarket tail piece is used. No overlapping or shortening of body panels. Steel rub rails no bigger than one inch by two inches may be attached to body from fender well to fender well and rear quarter panel, flush with body. Lexan is allowed in opera windows-no metal. A minimum of 3 bars, at least .250 of an inch in diameter (solid, no hollow tubing allowed) are required in on the drivers side of the windshield. Maximum seven inch metal sun visor may be added to top of windshield opening only. Stock appearing plastic nose pieces may be used. No spoilers or hood scoops. Aluminum hoods allowed. Hood must be separate from fenders- no one piece or tilt front ends. No cutting of firewall except for roll cage clearance. All holes in front and rear firewalls are to be covered with metal. Dash is not to extend more than 24 inches back from center of lower windshield opening. Dash must be flat except for cowl in front of driver. No other interior tinning is allowed. All glass removed, no mirrors allowed. All body panels may be gutted, including fenders, doors, hood quarters and trunk but must remain original size.

CHASSIS

Car bodies and frames must be completely stock and in stock location. Hoods may be gutted, but not shortened. Back of the hood must be sealed off from driver's compartment using metal, no plastic materials. Front wheel wells may be removed. Rear wheel wells may be removed to the middle seam. All bumpers must be approved OEM with no sharp edges. All bumper mounts must be steel. No intentional reinforcement of front bumper allowed. Bumpers not covered must have rounded ends that are connected to the body or frame. Front bumper may have one round bar, maximum one inch diameter to support the nose piece. This bar can be a maximum of eight inches in front of bumper. If front splash aprons, bolt in may be removed. Front of front bumper must be mounted a minimum of six inches from front of frame horns.

OEM floor pan may be replaced using steel fabricated floor pan, 18 gauge or minimum 0.049 inch thickness, securely welded to frame. Floor pan may be replaced from front firewall to rear halo supports. Must remain flat/OEM appearing from frame rail to frame rail, can be no higher or lower than frame rail. Exception is maximum 8 inch tall driveshaft tunnel. Tunnel must remain similar to OEM tunnel in size. No cockpits, interior must remain open. Rear firewall may be aluminum or steel and may be located no further forward than rear halo supports and no higher than bottom of rear opera windows.

TRANSMISSION & DRIVE TRAIN

Must have at least one gear and reverse, plus a neutral position. With motor running and car still in position, driver must be able to engage car in gear and move forward, then backward. Only OEM production type transmissions will be allowed- three speed, four speed and automatic. No five speed transmissions, 'in and out' boxes, or quick change devices allowed. Functioning shifter must be in stock location on transmissions. The flywheel must be bolted directly to the end of the crankshaft, and the pressure plate must be bolted directly to the flywheel. One flywheel only, and all driveline components within the bellhousing must rotate while the car is in any gear. A) all manual gear type transmissions must have a standard OEM case and must have a working single disc clutch inside and explosion proof steel bellhousing. B) automatic transmissions must remain in OEM stock appearing

automatic case with a functioning stock appearing pump. Original bellhousing must remain. Must have an approved scattershield or blanket. Scattershield may be constructed of .25 inch by three inch steel, 270 degrees around flexplate or flywheel. C) minimum 2-inch diameter steel driveshaft must be painted white. Steel driveshafts and yokes only.

NUMBERS

Car number must be clearly marked on both sides of car; top and rear panel. Numbers must be in contrasting color from body—in all light conditions. Numbers on side of car must be at least 4-inches wide and 20 inches high. Numbers on top must be at least 4 inches wide and 30 inches high.

ENGINE

Must be stock appearing. Absolutely no changes allowed. All engines used in competition must be able to be used in conventional passenger car without alteration. Motor mounts cannot be removed or altered on engine block Casting and fittings must not be changed. No machine work on outside of engine or on front or rear of engine block Casting and fittings must not be changed. No machine work on outside of engine or on front or rear of camshaft. Roller rockers OK, NOT roller lifters. If we find a roller cam—everyone loses roller rockers!! Starter must bolt in stock location. No limit on engine cubes, but must run GM with GM. Ford to Ford etc. All cars must have the capability of starting without being pushed or pulled. All cars must join lineup on demand, unaided, or go to rear of that race. No aluminum heads or blocks. Cast iron intake mandatory—bowtie or high rise intakes are not allowed. IMCA stamped aluminum intakes OK. Aluminum water pumps allowed. No electric or belt driven fuel pumps. Cooling system may be modified, no sprinkler systems allowed. One radiator only, and it must be mounted in front of the engine. Any overflow tubes must be directed to the ground, between frame rails. Accumulators and Accusumps must be mounted in the middle of the car or behind the driver; but not on door bars. Conventional air cleaner housings only. No top flow air cleaner housings, cold air boxes or air cleaner duct work allowed.

All rules subject to change at any time.

